

## PMD PARKING & MOBILITY Task Force Report to PS&NS: (August 8, 2001)

*Parking Meter District projects, improvements, solutions and experiences are applicable City-wide.*

### Recommendations:

- A year end audit of the meter revenue should be instituted to ensure that District's receive the appropriate allocation (45%) per council policy. Similar to the year end audit and adjustments that occur regarding business license fees.
- Requests from a Parking District to the Street Division which address on-street parking and other improvements should have a higher priority than public requests.
- Decisions regarding the following on-street parking actions, when they are within and from a Parking District, should be determined by the PS&NS Committee.
  1. Removal and installation of parking meters.
  2. Installation of diagonal or angled parking.
  3. Establishment of 15 or 30 minute (green curb) and 1 or 2 hour time limited parking zones.
  4. Establishment of curb markings (i.e., loading zones, valet parking).
- The following on-street parking improvement requests, when they are within and from a Parking District, should be appealable to the PS&NS Committee.
  6. Parking improvements that are denied by Street Division.
  7. Parking improvements which don't obtain a favorable recommendation from a majority of the adjacent property/business owners or tenants.
  8. The replace of an abandoned curb-cut (i.e., driveway) and the District has been unable to obtain approval from the adjacent property/business owner or tenant. These requests would be appealable if the street (community plan) prohibits new curb-cuts and the parcel has additional access (alley). [Disability group support]
- The City needs to establish definition and a policy for determining abandoned curb-cuts and identify a method (signage or curb markings) to indicate that parking is permitted along abandoned curb-cuts.
- The time limit on "green curb" parking should be enforced consistently and coincide with the adjoining businesses hours of operation.
- Parallel parking marks (painted tees or ticks) should be allowable, within a Parking District, to indicate parallel parking without parking meters.
- Timing of pedestrian signals should be lengthened if the signal is located within a Parking District that is attempting to improve pedestrian walkability to facilitate the use of on-street parking. [Disability group support]

- In an area with high pedestrian and vehicle conflicts (motorists turn right or left across pedestrians' path) a "Leading Pedestrian Interval" (LPI) signal system should be implemented. The LPI gives pedestrians an advance signal (Walk) prior to motorists receiving a green light, which provides time for pedestrians and person with disabilities to enter the intersection (crosswalk) prior to the motorist turning. [Disability group support]
- The City's 50/50 sidewalk replacement program should be expanded to include commercial areas. [Disability group support]
- Establish a policy which allows for the installation of parking meters within mixed use areas, if a majority of the ground floor is dedicated to commercial uses.
- The City and the Parking Districts should prepare a public relations brochure that outlines on-street parking information for businesses. The brochure would include information on procedures, the process and installation of painted curbs, time limited parking, diagonal parking, meters, and curb-cut replacements.
- The City and the Parking Districts should prepare a "Parking 101" pamphlet which would educate drivers on the purpose for on-street parking and remind them of on-street parking regulations.
- Long vehicles (trucks & suv's) that use diagonal parking sometimes extend into traffic lanes. Perhaps dashed line could be painted at the rear of the spaces.

Observations:

- In the downtown area a high number of city vehicles have been parking at meters and not observing the posted time limits.